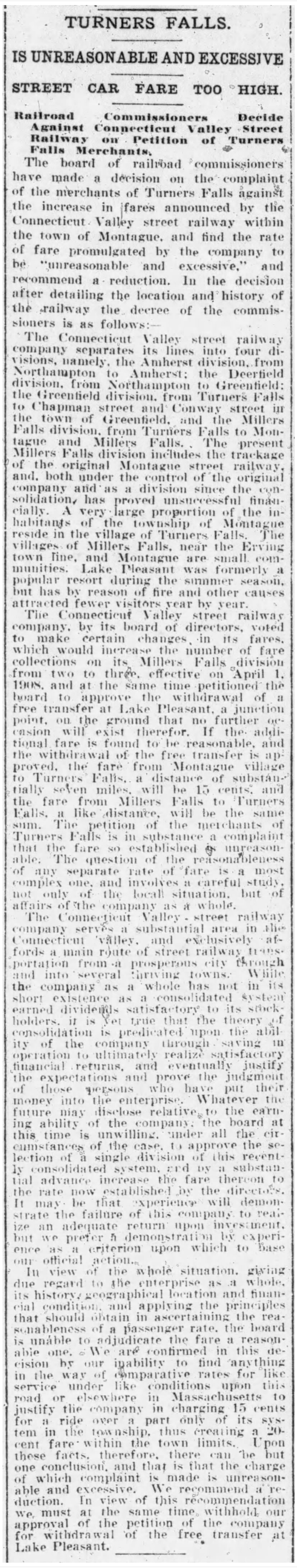
1908-05-12 | Turners Falls; Is Unreasonable and Excessive; Streetcar Fare Too High

Tags: Connecticut Valley Street Railway · Montague · Turners Falls · Western Massachusetts

Delete · Edit · Share · Save to Ancestry



TURNERS FALLS.

IS UNREASONABLE AND EXCESSIVE

STREET CAR FARE TOO HIGH.

Railroad Commissioners Decide Against Connecticut Valley Street Railway on Petition of Turners Falls Merchants.

The board of railroad commissioners have made a decision on the complaint of the merchants of Turners Falls against the increase in fares announced by the Connecticut Valley street railway within the town of Montague, and find the rate of fare promulgated by the company to be "unreasonable and excessive," and recommend a reduction. In the decision after detailing the location and history of the railway the decree of the commissioners is as follows:—

The Connecticut Valley street railway company separates its lines into four divisions, namely, the Amherst division, from Northampton to Amherst; the Deerfield division, from Northampton to Greenfield; the Greenfield division, from Turners Falls to Chapman street and Conway street in the town of Greenfield, and the Millers Falls division, from Turners Falls to Montague and Millers Falls. The present Millers Falls division includes the trackage of the original Montague street railway, and, both under the control of the original company and as a division since the consolidation, has proved unsuccessful financially. A very large proportion of the inhabitants of the township of Montague reside in the village of Turners Falls. The villages of Millers Falls, near the Erving town line, and Montague are small communities. Lake Pleasant was formerly a popular resort during the summer season, but has by reason of fire and other causes attracted fewer visitors year by year.

The Connecticut Valley street railway company, by its board of directors, voted to make certain changes in its fares, which would increase the number of fare collections on its Millers Falls division from two to three, effective on April 1, 1908, and at the same time petitioned the board to approve the withdrawal of a free transfer at Lake Pleasant, a junction point, on the ground that no further occasion will exist therefor. If the additional fare is found to be reasonable, and the withdrawal of the free transfer is approved, the fare from Montague village to Turners Falls, a distance of substantially seven miles, will be 15 cents, and the fare from Millers Falls to Turners Falls, a like distance, will be the same sum. The petition of the merchants of Turners Falls is in substance a complaint that the fare so established is unreasonable. The question of the reasonableness of any separate rate of fare is a most complex one, and involves a careful study, not only of the local situation, but of affairs of the company as a whole.

The Connecticut Valley street railway company serves a substantial area in the Connecticut valley, and exclusively affords a main route of street railway transportation from a prosperous city through and into several thriving towns. While the company as a whole has not in its short existence as a consolidated system earned dividends satisfactory to its stockholders, it is yet true that the theory of consolidation is predicated upon the ability of the company through saving in operation to ultimately realize satisfactory financial returns, and eventually justify the expectations and prove the judgment of those persons who have put their money into the enterprise. Whatever the future may disclose relative to the earning ability of the company, the board at this time is unwilling, under all the circumstances of the case, to approve the selection of a single division of this recently consolidated system, and by a substantial advance increase the fare thereon to the rate now established by the directors. It may be that experience will demonstrate the failure of this company to realize an adequate return upon investment, but we prefer a demonstration by experience as a criterion upon which to base our official action.

In view of the whole situation, giving due regard to the enterprise as a whole, its history, geographical location and financial condition, and applying the principles that should obtain in ascertaining the reasonableness of a passenger rate, the board is unable to adjudicate the fare a reasonable one. We are confirmed in this decision by our inability to find anything in the way of comparative rates for like service under like conditions upon this road or elsewhere in Massachusetts to justify the company in charging 15 cents for a ride over a part only of its system in the township, thus creating a 20-cent fare within the town limits. Upon these facts, therefore, there can be but one conclusion, and that is that the charge of which complaint is made is unreasonable and excessive. We recommend a reduction. In view of this recommendation we must at the same time withhold our approval of the petition of the company for withdrawal of the free transfer at Lake Pleasant.

The Springfield Daily Republican
Springfield, Massachusetts · Tue, May 12, 1908
Page 12

The Springfield Daily Republican

CLIPPED BY trolleyproblems ·
Clipped · 17 seconds ago

Topics to Browse:

- Walt Disney
- Challenger Disaster
- Irish Potato Famine
- King Tut's Tomb
- Charlie Chaplin
- Transcendentalism

Hide Article Text (OCR) · Source Citation

TURNERS FALLS. IS UNREASONABLE AND EXCESSIVE STREET CAR FARE TOO HIGH. Railroad Commissioners Decide Against Connecticut •Street Valley Railway on Petition of Turners Falls Merchants, The board of railroad commissioners have made a decision 011 the complaint. of the merchants of Turners Falls against the increase fares announced by the Connecticut Valley street railway within the town of Montague. and find the rate of fare promulgated by the company to be "unreasonable 'and excessive," and recommend a - reduction.

In the decision after detailing the location and" history of the railway the. decree of the commissioners is as follows:The Connecticut Valley street railway company separates its lines into four divisions, namely, the Amherst division. from Northampton to Amherst: the Deerfield division. from Northampton to Greentield: the Greentield division. from Turners Falls to Chapman street and Conway street in the town of Greenfield, and the Millers Falls division.

from Turners Falls to Montague and Millers Falls. The present Millers Falls division includes the trackage of the, original Montague street railway, and. both under the control of the original company and as a division since the consolidation, has proved unsuccessful financially. A very large proportion of the inhabitants of the township of Montague reside in the village of Turners Falls. The villages of Millers Falls, near the Erving town Tine, and Montague are small.

communities: Lake Pleasant was formerly a popular resort during the summer season. but has by reason of fire and other causes attracted fewer visitors year by year. The Connecticut Valley street railwas company. by its board of directors, voted to make certain changes, fares, which would increase the number of fare collections on its Millers Falls division from two to three. effective o 011 April 1.

190%. and at the same time petitioned the hoard to approve the withdrawal of a free transfer at Lake Pleasant, a junction point, on the ground that no further casion will exist therefor. If the. additional. fare is found to be reasonable, and the withdrawal of the free transfer is api proved, the fare from Montague village to Turners Palis..

a' distance of substántially seven miles. will be 15 cents. and the fare from Millers Falls to Turners Ealls, R like distance, will be the same sum. The petition of the merchants of Turners Falls is in substance a complaint that the fare so established 9 unreasonable: The question of the reasonableness of any separate rate of 'fare is a most complex one, and involves a careful study, not only of the local situation. but of affairs of the company as a whole.

'The Connecticut Valley - street railway company serves a substantial area in u lie Connecticut 'valley, and exclusively affords a main route of street railway trans. .portation from •A prosperous city through and into several thriving towns. White the company as a whole has not in its short existence as a •consolidated system earned dividends satisfactory to its stockholders. it is true that the theory of consolidation is predicated upon the abilit y of the company through 11' operation to ultimately realize satisfactory financial. returns, and eventually justify the expectations and prove the judgment of those who have put their money into the enterprise.

Whatever the future niay disclose relative, to the earning ability of the company: the board at this time is unwilling. under all the eircumstances of the case. to approve the selection of a single division of this recently consolidated system. erd by substantial advance increase the fare thereon to the rate now established by the It may be that experience will demonstrate the failure of this company to ize an adequate return: upon investment. but we prefer h demonstration by ca perience as a criterion upon which to Base our official action.

In view of the whole situation. giving due regard to the enterprise as .3 whole. its history, geographical location and financial condition. and applying the principles that should obtain in ascertaining the reasonableness of a passenger rate. the board is unable to adjudicate the fare a reasonable one.

&amp; We are contirmed in decision br our inability to find 'anything in the way of comparative rates for like. service under like conditions upon this road or elsewhere in Massachusetts to justify tlie company in charging 15 cents for 8 ride over A part only of its system in the township, thus ereating a 20- cent fare• within the town limits. Upon these facts. therefore, there call be but one conclusion, and that is that the charge of which complaint is made is unreasonable and excessive. We recommend a reduction.

In view of this recommendation We, must at the same time, withhold our approval of the petition of the company for withdrawal 'of the free transfer at Lake Pleasant..

© 2025 Newspapers.com™ by Ancestry®. All rights reserved. Terms and Conditions · Privacy Policy · CCPA Notice at Collection
Do Not Share or Sell My Personal Information

The names, logos, and other source identifying features of newspapers depicted in our database are the trademarks of their respective owners, and our use of newspaper content in the public domain or by private agreement does not imply any affiliation with, or endorsement from, the publishers of the newspaper titles that appear on our site. Newspapers.com makes these newspapers available for the purpose of historical research, and is not responsible for the content of any newspapers archived at our site.

Captured by FireShot Pro: 19 September 2025, 17:06:47
https://getfireshot.com